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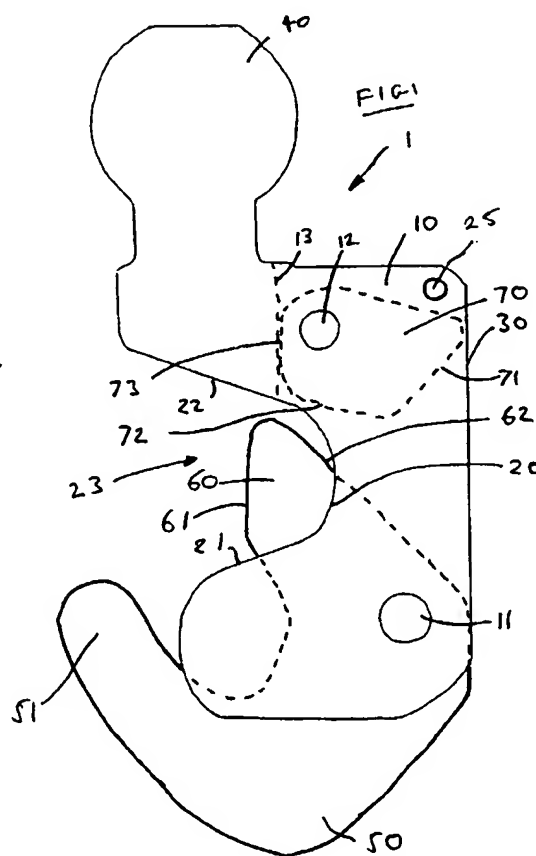
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EP 0968852 A1 US 5713691 A
US 5031927 A US 4958848 A
US 4232794 A US 2597096 A

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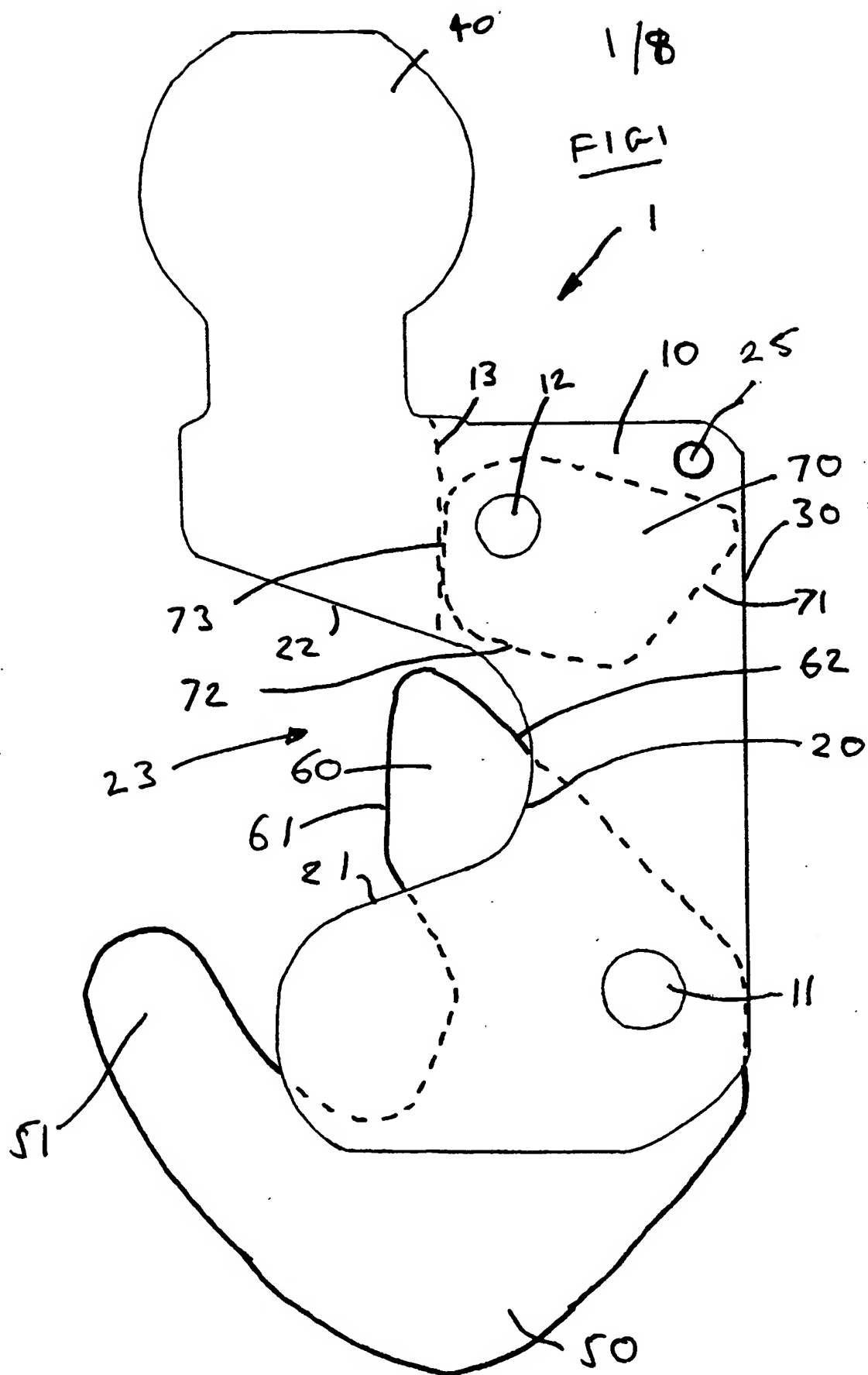
(54) Abstract Title: **Coupling device**

(57) A coupling device 1 comprises a body 10, arranged to receive an attachment on a trailer or towing vehicle; a retainer 51, arranged to retain the attachment in use; and an abutment 70 arranged to prevent movement of the retainer from its operative position. An operative member 60 is integrally formed with the retainer and rotatable about pivot point 11. In use, as an attachment member is moved in to a jaw area 20, the operative member is pushed into engagement with the abutment, causing it to rotate about pivot 12, until operative member camming surface 61 is held against surface 71 of the abutment. A pin may be passed through hole 25 to lock the abutment in position. In this position, retainer 51 is secured across the jaw such as to retain an attachment. To release the abutment, the pin is removed and a means may be provided to manually rotate the abutment away from the operative member.



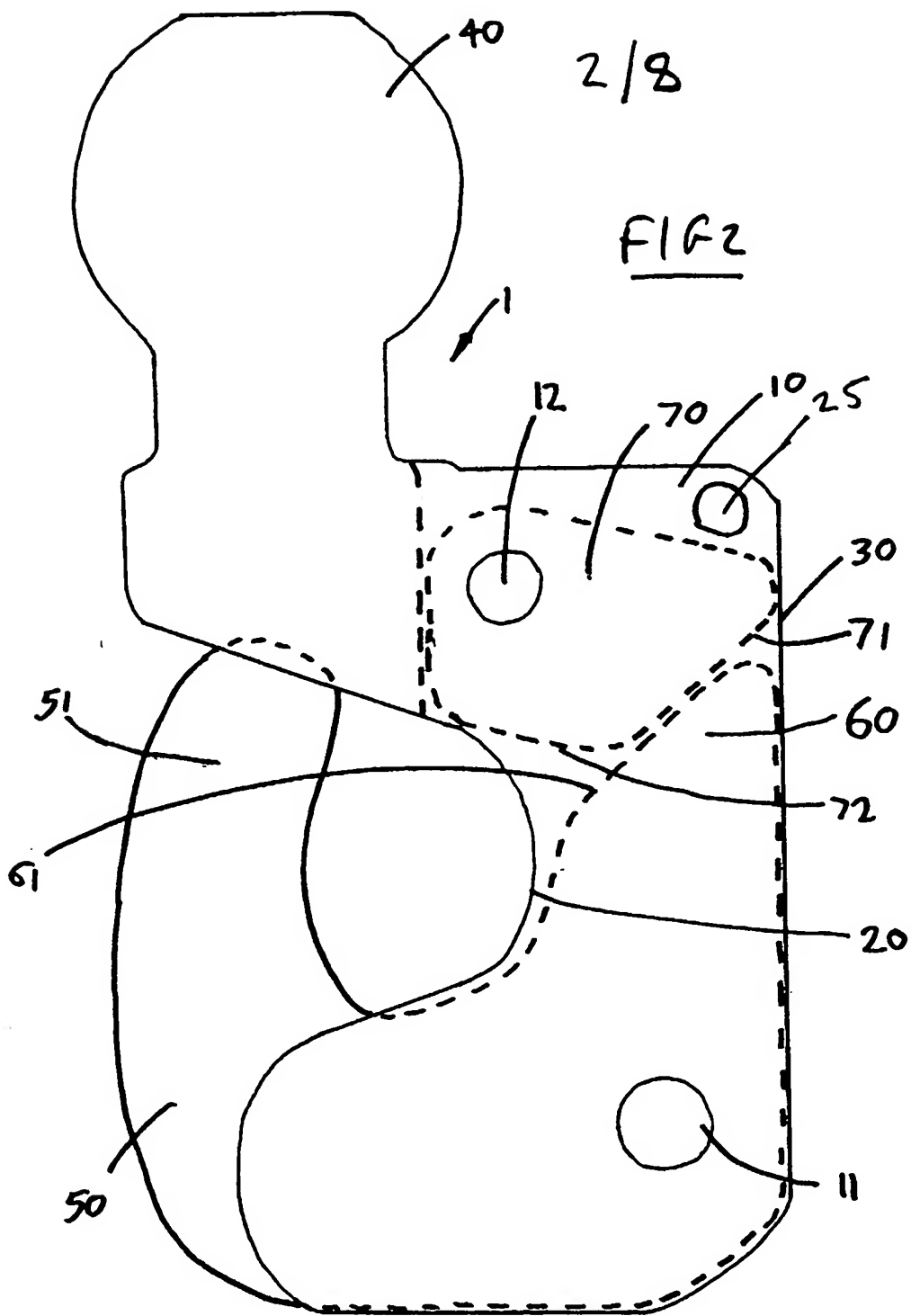
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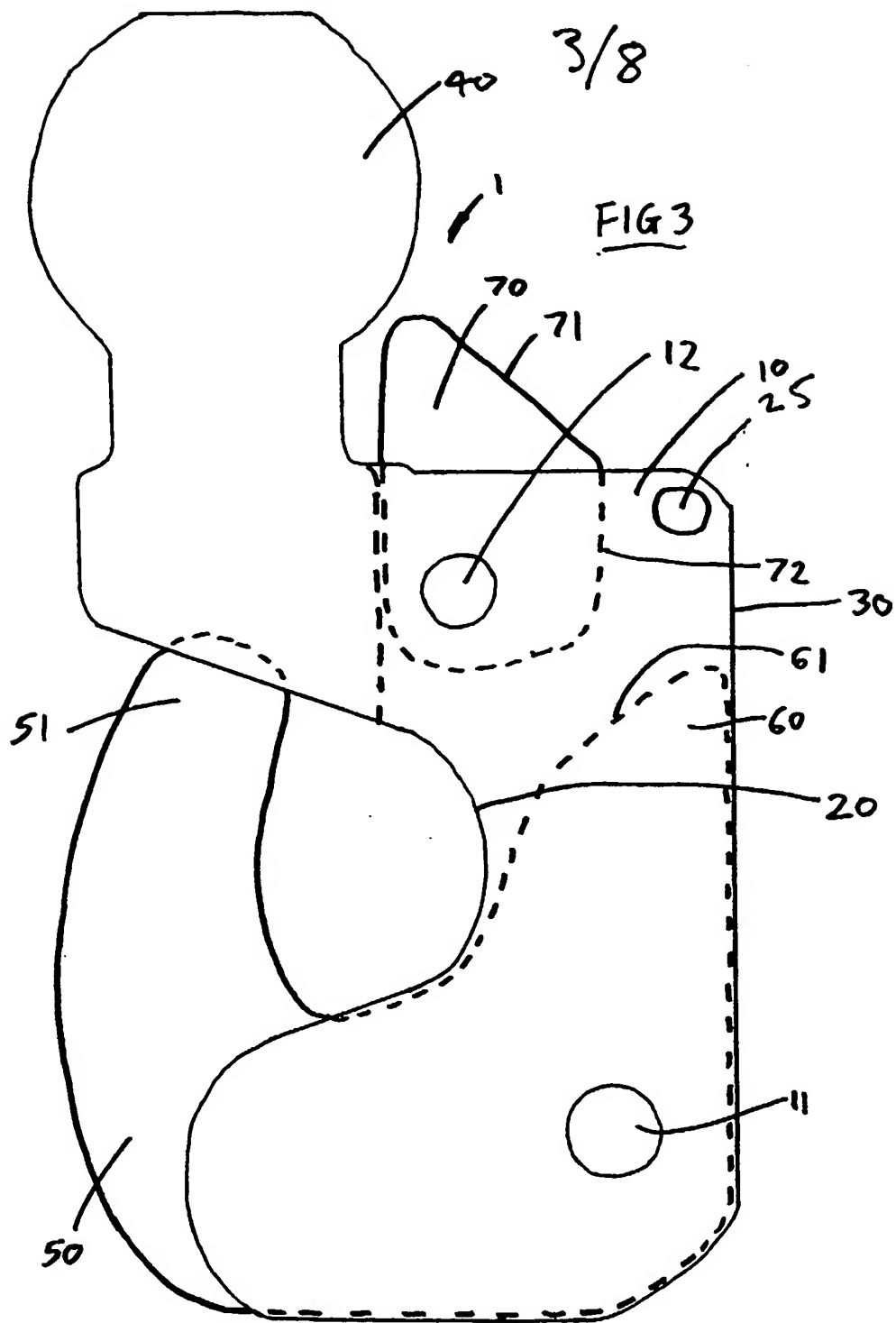
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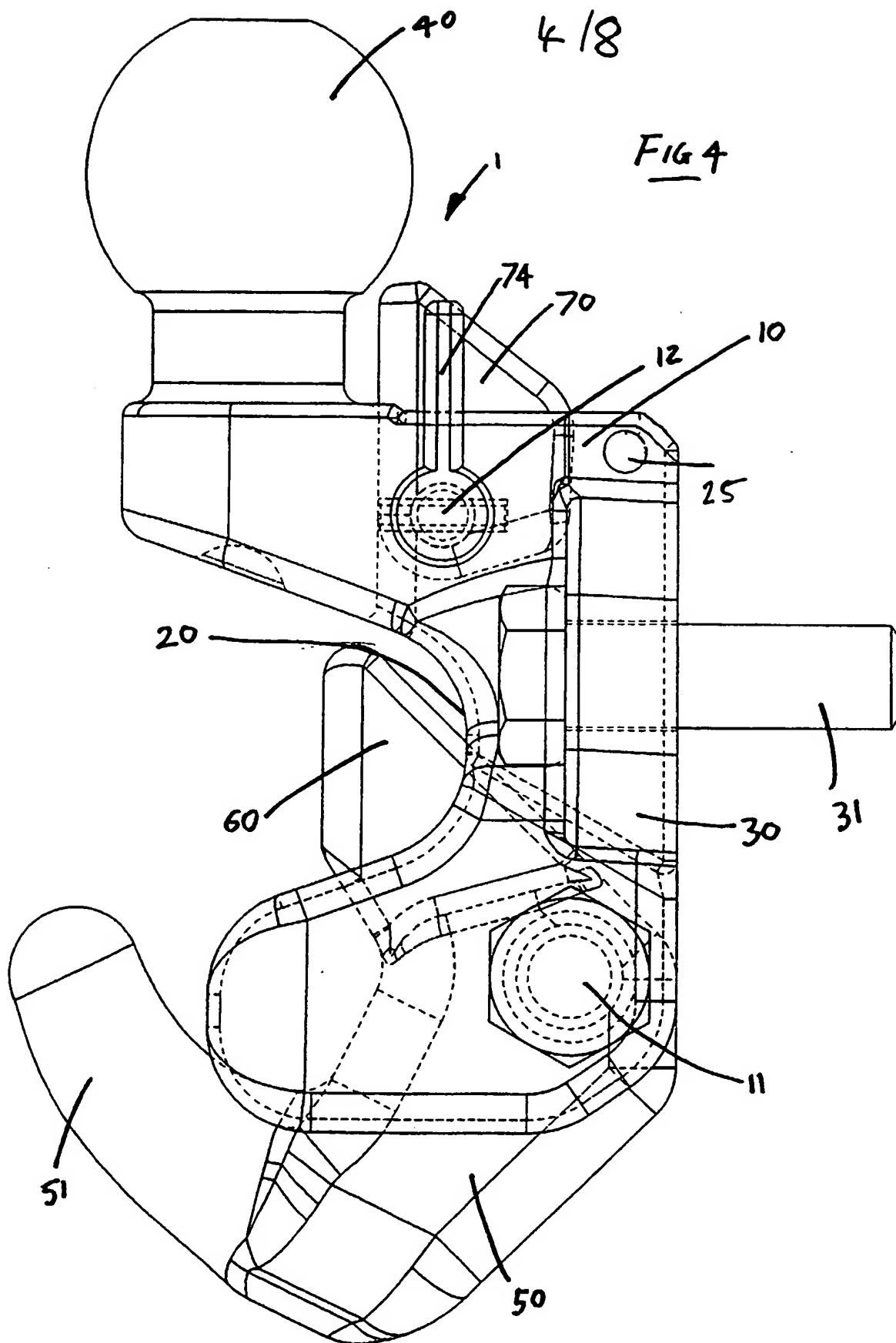


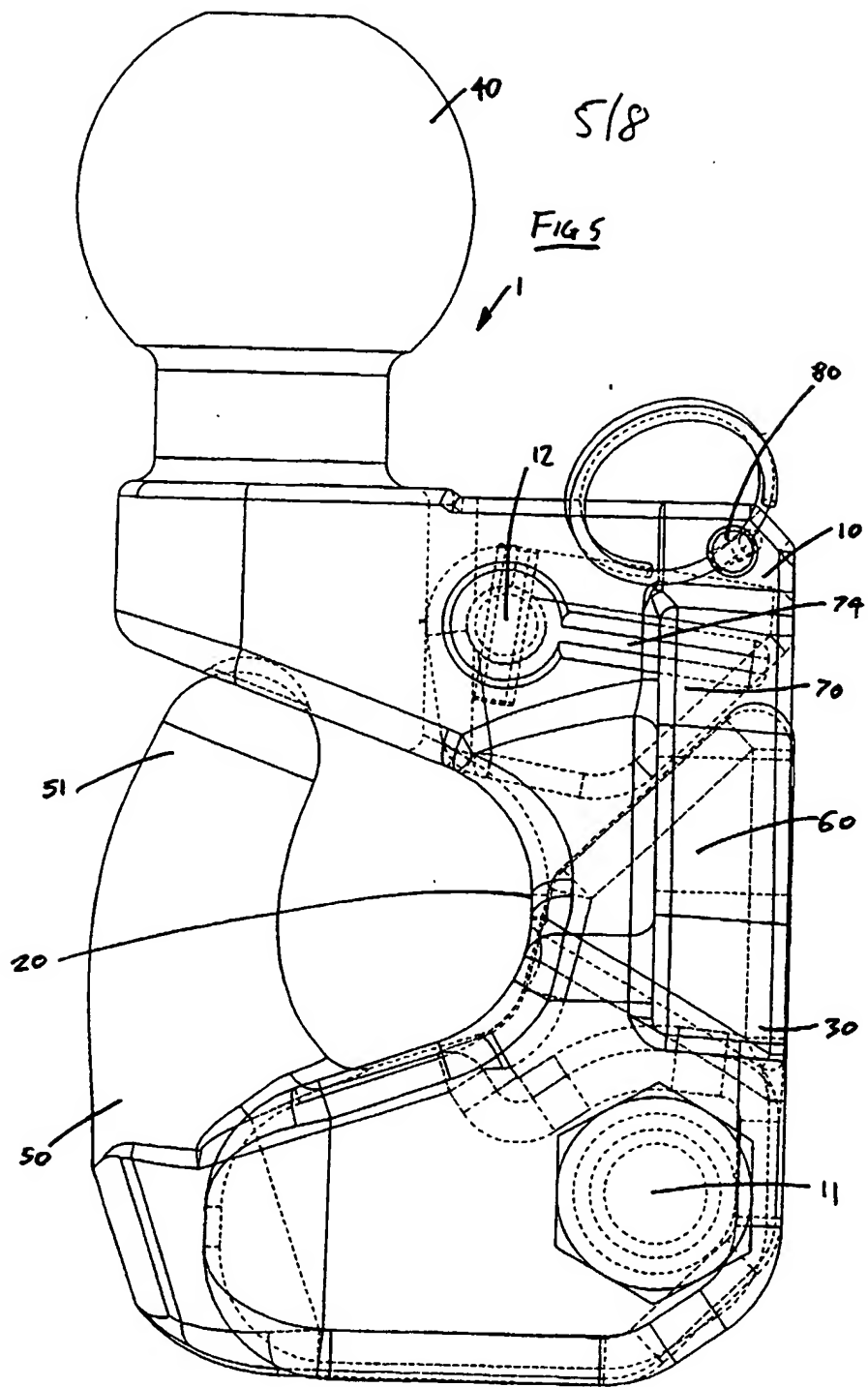
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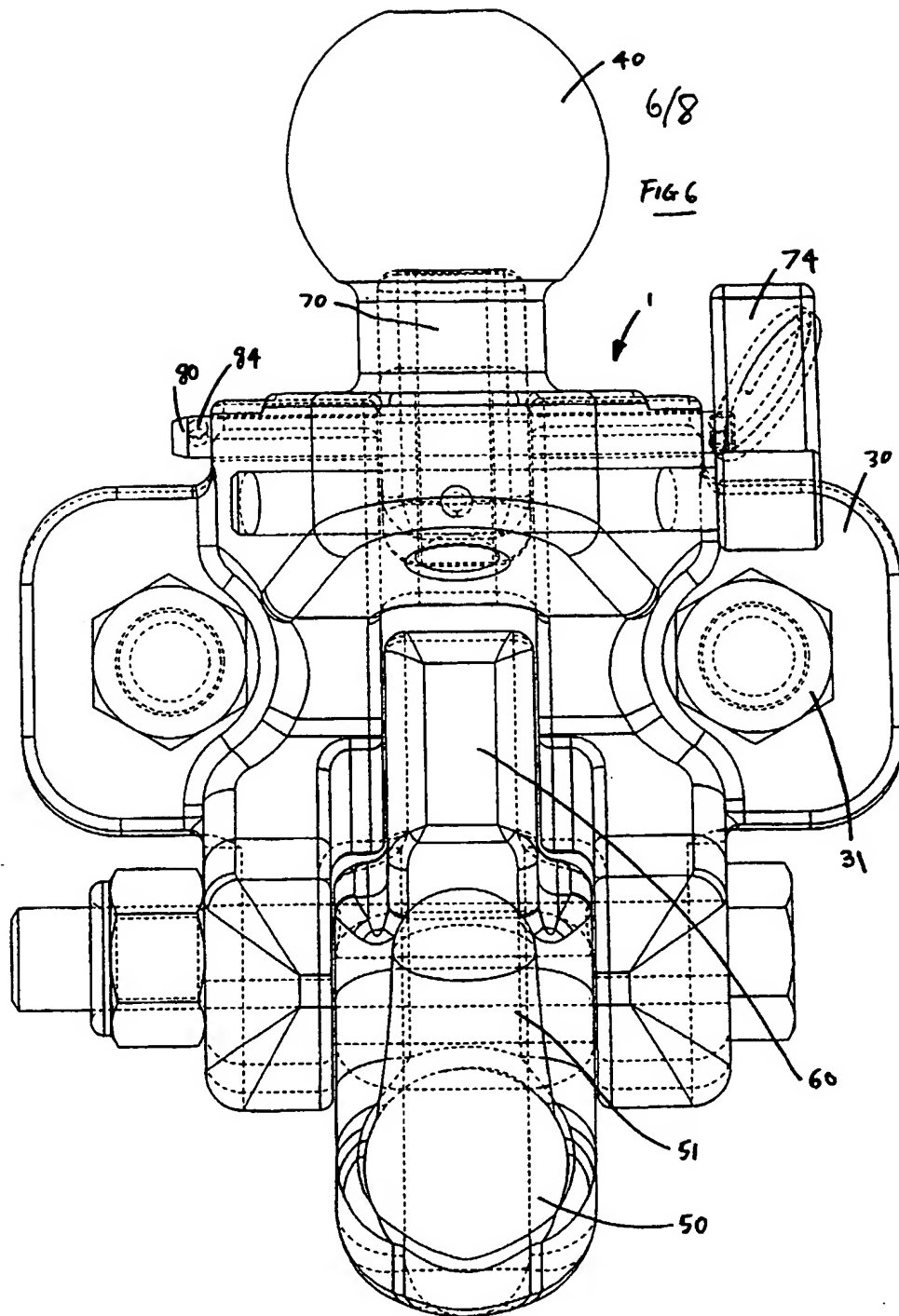
FIG 2





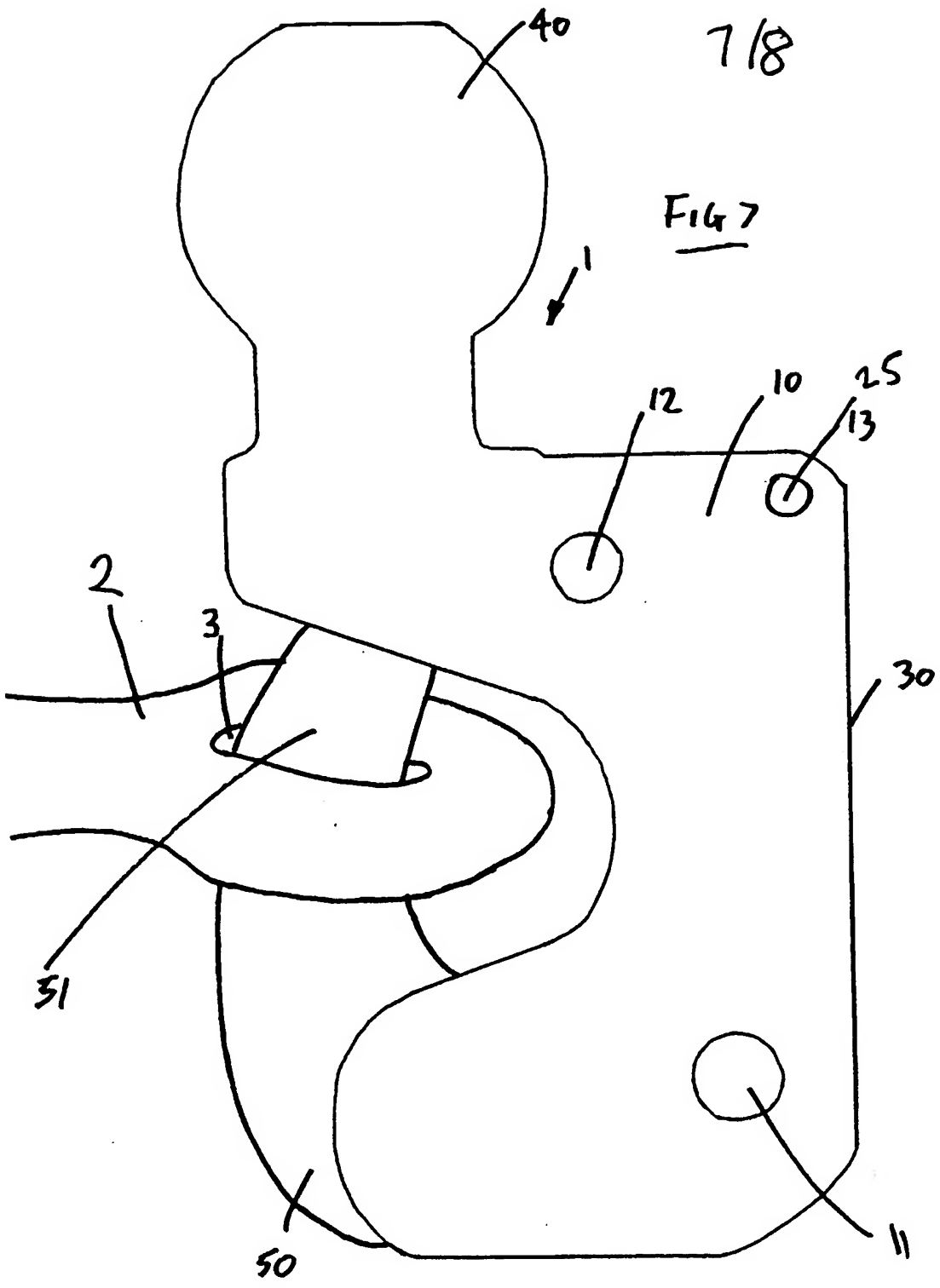


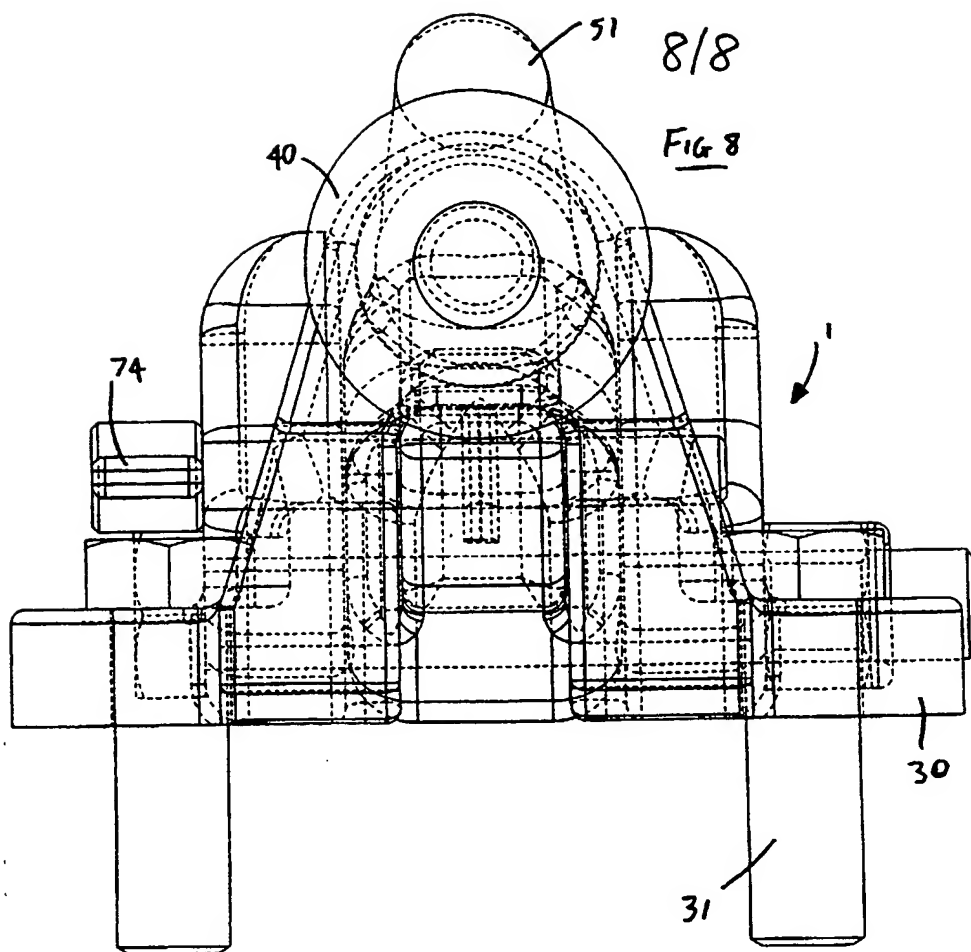




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FIG 7





COUPLING DEVICE

The present invention relates to a coupling device and a method of coupling a trailer to a coupling device.

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There are many different types of coupling devices for securing towing and towable vehicles to one another. Known devices are often inconvenient and potentially difficult or dangerous to operate since the towing vehicle and towable vehicle must generally be suitably positioned relative to one another before being secured together by an operator. Furthermore, often two operators are required, one to ensure that the coupling device remains receptive to a hook and the other to manoeuvre the hook into the coupling device.

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It is an object of the present invention to provide a coupling device which addresses at least one of the above or other problems associated with known coupling devices.

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According to one aspect of the present invention a coupling device is provided that is arranged to be secured to one of a trailer or a towing vehicle, the device including a body arranged to receive an attachment on the other of a trailer or towing vehicle, the device including a retaining member arranged to retain the attachment and an abutment arranged to prevent movement of the retaining member from an operative position in which the attachment is retained, the retaining member being caused to move from an inoperative position to the operative position upon relative movement of the coupling device and the attachment towards each other, the abutment also being caused to move to a position in which movement of the

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retaining member from the operative position is prevented upon relative movement of the coupling device and the attachment towards each other.

- 5 The device may include an operative member arranged to move relative to the body when an attachment is moved to a position in which it is retained, movement of the operative member also causing movement of the retaining member. The retaining member and the operative member may
10 be fast with each other and may be integrally formed. Either or both of the operative member and the retaining member may be pivotally moveable relative to the body, for example, by being pivotally mounted thereon.
- 15 The body may include at least one jaw arranged to receive an attachment.

Movement of the operative member may be arranged to cause movement of the abutment to the position in which movement
20 of the retaining member from the operative position is prevented. The abutment may be arranged to be engaged by the operative member to prevent movement of the retaining member away from the operative position. The abutment may be arranged to rest against the body in a position in
25 which it can be moved by the operative member. During movement of the abutment member by the operative member, the abutment may be arranged to move in a first direction and subsequently in a second direction to the position in which movement of the operative member from the operative
30 position is prevented. The abutment member may be arranged to move from a first position, upon engagement by the operative member, away from the first position, and back to a second position. The first and second positions

may be adjacent to each other and may be substantially the same.

5 The abutment may be pivotally mounted relative to the body. The abutment may include a first and a second portion which the operative member may be arranged to engage, the first portion, upon initial engagement with and movement by the operative member, being arranged to move about the pivot in a first direction with a part of
10 the operative member moving nearer to the pivot axis of the operative member, that part then being arranged to move away from the pivot axis during continued movement of the operative member such that the abutment then moves in the opposite direction to allow the operative member to
15 engage the second portion after movement of the operative member is complete. The operative member may be arranged to slide over the first portion of the abutment during relative movement. The second portion of the abutment may be arranged to abut the operative member, for instance by
20 cooperating faces abutting each other.

The operative member may be arranged to be able to be held by the abutment in a position in which, with an attachment of a trailer retained in the coupling device, force from
25 the attachment in a forward or rearward direction is transferred directly to the body or the retaining member.

The coupling device may include holding means arranged to hold the abutment either in a position in which the
30 abutment is prevented from moving to a position in which the retaining member can move away from the operative position, or in a position in which the abutment is rendered inoperative, for instance by being moved clear of

the path of movement of the operative member or any combination thereof. The holding means may comprise a member such as a rod which the abutment is arranged to contact such that the abutment is prevented from further
5 movement.

The abutment may be arranged to be held in at least one of its positions under a force exerted by the weight of the abutment about its mounting.

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The abutment may be arranged to be moved manually from a position in which movement of the retaining member from the operative position is prevented to a position in which such movement of the retaining member is permitted.

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The present invention also includes a method of coupling a trailer to a towing vehicle with a coupling device comprising causing relative movement of an attachment on one of the trailer and towing vehicle and the coupling
20 device on the other of the trailer or towing vehicle with that movement causing movement of a retainer of the device to a position in which the abutment is retained, that relative movement also causing an abutment of the device to move to a position in which the retainer is unable to
25 release the attachment.

The abutment may be caused to move to that position by being engaged by a part constrained to move with the retainer engaging and moving the abutment.

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The movement may comprise causing the abutment to move in two different directions as the retainer moves to retain the attachment.

The method may comprise one or both of the retainer and the abutment pivoting during coupling of the trailer. When both pivot they may pivot about substantially
5 parallel axes.

The method may comprise retaining the abutment in a position in which it would not be caused to retain the attachment if the attachment were to be retained by the
10 retainer when the attachment is being detached from the coupling device.

The present invention also includes a vehicle or trailer having a coupling device as herein referred to.
15

The present invention includes any combination of the herein referred to features.

The present invention will now be illustrated by way of
20 example with reference to the following embodiments in which:

Figure 1 is an elevational view showing hidden detail of a coupling device in a first, receiving configuration.
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Figure 2 is an elevational view showing hidden detail of the coupling device in a second engaged configuration.

Figure 3 is an elevational view showing hidden detail of
30 the coupling device in a third configuration.

Figure 4 is an elevational view showing hidden detail of the coupling device in a fourth configuration.

Figure 5 is an elevational view showing hidden detail of the coupling device in its second configuration and also with a locking means employed.

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Figure 6 is a front view showing hidden detail of the coupling device in its fourth configuration and also with a locking means employed.

10 Figure 7 is an elevational view of the coupling device in its second configuration when engaged with a coupling member.

Figure 8 is a plan view showing hidden detail of the
15 coupling device.

As illustrated by Figure 1 the coupling device 1 comprises a body 10 defining a jaw 20 having first and second surfaces 21, 22 which define a mouth 23 arranged to
20 receive a coupling member 2 (illustrated in Figure 7).

The coupling device 1 further comprises a back plate 30 (best illustrated by Figure 6) by which it can be secured to the rear of a towing vehicle. Alternatively, the
25 device 1 could be secured to a trailer. In addition the coupling device 1 may comprise a ball 40 of a conventional ball-coupling means. The back plate 30 and the ball 40 can both form integral elements of the body 10. Alternatively the ball 40 can be attached to the body 10,
30 for instance by a screw thread, or omitted from the body.

The coupling device 1 further comprises a securement means
50 pivotably linked to the body 10 about pivot 11. The

securement means 50 comprises a hook-shaped part 51, arranged such that it can retain the coupling member 2 in position relative to the coupling device 1. An engagement member 60 is integral with the securement means 50. The engagement member 60 comprises a first camming surface 61 and a second camming surface 62. The engagement member 60 is arranged such that it can cooperate with a coupling member 2 as it is inserted into the mouth 23 to cause the securement means 50 to move between a receiving and an engaged position.

The engagement member 60 is further arranged to cooperate with a restrictor member 70 to cause it to move to a position in which movement of the securement means 50 from the operative position is prevented, as shown in Figure 2.

The restrictor member 70 is pivotably linked to the body 10 about pivot 12 and comprises an engagement face 71 which is arranged to abut the engagement member 60 when the coupling device is in its engaged configuration (best illustrated by Figure 2) such that the restrictor member 70 prevents movement of the securement means 50 back to its inoperative position. The restrictor member 70 further comprises a contact surface 72 which is arranged to be contacted by the engagement member 60 as the securement means 50 moves towards its operative position. Additionally, the restrictor member 70 comprises an abutment surface 73 which is arranged to abut a stop 13 defined by the body 10 to define a position for the restrictor member 70 when the securement means 50 is in its inoperative position. Thus, the restrictor member 70 can not rotate any further in a clockwise direction (as shown in Figure 1) about the pivot 12 than is shown by its

position depicted in Figure 1 as it is prevented by the stop 13.

The coupling device 1 further comprises coaxial apertures
5 25 in the body 10 thereof arranged to receive a pin 80 (shown in Figures 5 and 6) which can lock the restrictor member 70 in its operative position. This pin 80 and the locking effect are optional.

10 In use, the coupling device 1 is secured to the rear of a towing vehicle by employing bolts 31 shown in Figure 6 to attach the backplate 30 to the vehicle (not shown).

The coupling device 1 is then set in the receiving
15 configuration shown in Figure 1 in which the securement means 50 is in an inoperative position and the engagement member 60 contacts the second camming surface 72.

The coupling member 2 (not shown in Figure 1) is then
20 brought into the mouth 23 defined by the jaw 20 such that it contacts the first camming surface 61 of the engagement member 60. Further movement of the coupling member 2, towards the backplate 30 of the coupling device 1 causes the engagement member 60 and consequently the securement
25 means 50 which is integral therewith to rotate (clockwise as viewed in Figure 1) about the pivot 11. The second camming surface 62 of the engagement member 60 is also caused to abut the contact surface 72 of the restrictor member 70 and this simultaneously causes the restrictor
30 member 70 to rotate (anti-clockwise as viewed in Figure 1) about the pivot 12.

Continued movement of the coupling member 2 towards the backplate 30 causes the engagement member 60 and consequently the securement means 50 to rotate further until the securement means 50 reaches its operative position (best shown by Figures 2 and 7). Just before the securement means 50 reaches the position shown in Figure 2, the restrictor member 70 drops down in a clockwise direction to the position shown in Figure 2 in which the first camming surface 61 of the engagement member 60 and engagement surface 71 of the restrictor member 70 contact one another. When the securement means 50 is in its operative position the hook-shaped part 51 passes through the eye 3 of the coupling member 2 to retain the coupling member 2 in position relative thereto.

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The engagement member 60 may be able to move beyond the rear of the jaw, and possibly held in that position by the restrictor member 70, such that, if the vehicle towing the trailer brakes, the force from the coupling member is transferred through the jaws.

20

As the securement means 50 is moved into its operative position the engagement member 60 moves to its engaged position and the restrictor member 70 moves to its operative position. When the engagement member 60 is in its engaged position and the restrictor member 70 is in its operative position (best illustrated by Figure 2) the first camming surface 61 of the engagement member abuts the engagement surface 71 of the restrictor member 70.

The engagement surface 71 lies over centre relative to the pivot 12 about which the restrictor member 70 is mounted. Thus, any force applied to the engagement surface 71 by the engagement member 60 is directed towards the pivot 12

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and consequently does not permit rotation of the restrictor member 70. The restrictor member 70 can thus prevent movement of the engagement member 60 back and thus retains the coupling member 2.

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The pin 80 may be inserted through apertures 25 to prevent further rotation of the restrictor member 70 (anti-clockwise as shown in Figure 2) to ensure that the restrictor member 70 can not be accidentally moved into a release position in which it allows movement of the engagement member 60 and consequently release of the coupling member 2.

When it is desired to bring the coupling member 2 and coupling device 1 out of engagement with one another the pin 80 can be removed from the body 10 such that it does not block the path of the restrictor member 70. The restrictor member 70 can then be caused to move to a release position (best illustrated by Figure 3) by a user turning actuating means 74 (best illustrated by Figure 6) such that the restrictor member 70 is caused to rotate (anti-clockwise as shown in Figure 2). In its release position the engagement surface 71 of the restrictor member 70 is brought out of contact with the engagement member 60. The engagement member 60 is then free to rotate (anti-clockwise as shown in Figure 3) back towards its contact position and the securement member 50 is consequently free to rotate (anti-clockwise as shown in Figure 3) back towards its inoperative position. The pin 80 can be reinserted through its openings 25 to prevent inadvertent dropping of the restrictor member from the position shown in Figures 3 and 4. Thus a single operator

can attach and detach the engagement member 2 with both handles free to effect each operation.

With the restrictor member 70 in its release position
5 applying a force to the engagement member 2 (not shown in Figure 3) causes the securement means 50 to rotate towards its inoperative position and the engagement means 60 to its contact position. With the coupling device and coupling member separated the securement means 50 and
10 engagement member 60 are in their operative and contact position respectively, i.e. their starting configuration (best illustrated by Figure 4). The restrictor member 70 remains in its release position until allowed to return to its inoperative position by the operator. Once the
15 operator does this the coupling device is then in its starting configuration (best illustrated by Figure 1) ready for the process to be repeated.

The pin 80 can be held in the position shown by two spring
20 biased balls 84 extending outwardly from the end of the pin 80 which abuts against the outside of openings 30. That bias can be overcome to squeeze the balls back in when the pin is pulled out. Alternatively, a clip can cooperate with a groove in that end of the pin 80 to
25 provide a lock that must be removed before the pin 80 can be removed. Alternatively, the pin 80 can include a spigot rotatable on its free end that prevents withdrawal of the pin 80 but which can be rotated to be axially aligned with the pin 80 to allow withdrawal. The pin 80
30 can be axially biased to urge the spigot into engagement with the body by a spring mounted around the end of the pin 80 remote from the spigot.

The coupling device of the present invention may thus provide an improved means of securing a towable vehicle to a towing vehicle which is both convenient and safe to use. The coupling device may also be simple in construction and
5 thus allow for economical manufacture.

The reader's attention is directed to all papers and documents which are filed concurrently with or previous to this specification in connection with this application and
10 which are open to public inspection with this specification, and the contents of all such papers and documents are incorporated herein by reference.

All of the features disclosed in this specification
15 (including any accompanying claims, abstract and drawings), and/or all of the steps of any method or process so disclosed, may be combined in any combination, except combinations where at least some of such features and/or steps are mutually exclusive.

20

Each feature disclosed in this specification (including any accompanying claims, abstract and drawings), may be replaced by alternative features serving the same, equivalent or similar purpose, unless expressly stated
25 otherwise. Thus, unless expressly stated otherwise, each feature disclosed is one example only of a generic series of equivalent or similar features.

The invention is not restricted to the details of the
30 foregoing embodiment(s). The invention extends to any novel one, or any novel combination, of the features disclosed in this specification (including any accompanying claims, abstract and drawings), or to any

novel one, or any novel combination, of the steps of any method or process so disclosed.

CLAIMS:

1. A coupling device in which the coupling device is arranged to be secured to one of a trailer or a towing
5 vehicle, the coupling device including a body arranged to receive an attachment on the other of a trailer or towing vehicle, the device including a retainer arranged to retain the attachment and the device also including an abutment arranged to prevent movement of the retainer from
10 an operative position in which, in use, the attachment member is retained by the retainer whereby when the trailer and towing vehicle are coupled, the retainer is caused to move from an inoperative position to the operative position upon relative movement of the coupling
15 device and the attachment towards each other, the abutment also being caused to move to a position in which movement of the retainer from the operative position is prevented upon relative movement of the coupling device and the attachment towards each other.

20

2. An attachment as claimed in Claim 1 in which the device includes an operative member arranged to move relative to the body when an attachment is moved to a position in which it is retained, movement of the
25 operative member also causing movement of the retainer.

3. An attachment as claimed in Claim 2 in which the retainer and the operative member are fast with each other.

30

4. An attachment as claimed in Claim 3 in which the retainer and the operative member are integrally formed.

5. A device as claimed in any preceding claim in which at least one of the operative member or the retainer or the abutment is pivotally movable relative to the body.

5 6. A device as claimed in Claim 5 in which the pivotal movement is achieved by pivotally mounting either or both of the operative member and the retainer on the body.

7. An arrangement as claimed in any preceding claim in
10 which the body includes at least one jaw arranged to receive an attachment.

8. An arrangement as claimed in Claim 2 in which movement of the operative member is arranged to cause movement of
15 the abutment to the position in which movement of the retainer from the operative position is prevented.

9. A device as claimed in Claim 8 in which the abutment is arranged to engage the operative member to prevent
20 movement of the retainer away from the operative position.

10. An arrangement as claimed in either of Claims 8 or 9 in which the abutment is arranged to rest against the body in a position in which it can be moved by the operative
25 member, prior to the device being connected to an attachment.

11. An arrangement as claimed in any of Claims 8 to 10 in which, during movement of the abutment member by the
30 operative member, the abutment is arranged to move in a first direction and subsequently in a second direction to the position in which movement of the operative member from the operative position is prevented.

12. An arrangement as claimed in Claim 11 in which the abutment member is arranged to move from a first position, upon engagement by the operative member, away from the first position, and back to a second position.

13. A device as claimed in Claim 12 in which the first and second positions are adjacent to each other.

14. A device as claimed in Claim 12 or 13 in which the first and second positions are substantially the same.

15. A device as claimed in any preceding claim in which the abutment is pivotally mounted relative to the body.

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16. A device as claimed in Claim 15 in which the abutment includes a first and a second portion which the operative member is arranged to engage, the first portion, upon initial engagement with and movement by the operative member being arranged to move about the pivot in the first direction with a part of the operative member moving nearer to the pivot axis of the abutment member, that part then being arranged to move away from the pivot axis during continued movement of the operative member such that the abutment member then moves in the opposite direction to allow the operative member to engage the second portion, after movement of the operative member is complete.

17. A device as claimed in Claim 16 in which the operative member is arranged to slide over the first portion of the abutment during relative movement.

18. A device as claimed in Claim 16 or 17 in which the second portion of the abutment is arranged to abut the operative member.

5 19. A device as claimed in Claim 18 in which the second portion of the abutment abuts the operative member by co-operating faces abutting each other.

20. A device as claimed in any preceding claim in which
10 the operative member is arranged to be able to be held by the abutment in a position in which, with an attachment retained in the coupling device, force transferred between a trailer and a towing vehicle in a forwards and rearwards direction is transferred directly to the body or the
15 retainer.

21. A device as claimed in any preceding claim including holding means arranged to hold the abutment in the position in which the abutment is prevented from moving to
20 a position in which the retainer can move away from the operative position.

22. A device as claimed in any preceding claim including holding means arranged to hold the abutment in a position
25 in which the abutment is rendered inoperative.

23. A device as claimed in Claim 21 or 22 in which the holding means comprise a member which the abutment is arranged to contact such that the abutment is prevented
30 from further movement.

24. A device as claimed in any preceding claim in which the abutment is arranged to be held in at least one of its

positions under a force exerted by the weight of the abutment about its mounting.

25. A device as claimed in any preceding claim in which
5 the abutment is arranged to be moved manually from a position in which movement of the retainer from the operative position is prevented to a position in which such movement of the retainer is permitted.

10 26. A coupling device substantially as herein described with reference to, and as shown in any of the accompanying drawings.

27. A method of coupling a trailer to a towing vehicle
15 with a coupling device comprising causing relative movement of an attachment on one of the trailer or towing vehicle and a coupling device on the other of the trailer or towing vehicle with that movement causing movement of a retainer of the device to a position in which the
20 attachment is retained, that relative movement also causing an abutment of the device to move to a position in which the retainer is unable to release the attachment.

28. A method as claimed in Claim 27 in which the abutment
25 is caused to move to that position by being engaged by a part constrained to move with the retainer engaging and moving the abutment.

29. A method as claimed in Claim 27 or 28 in which the
30 movement of the abutment to a position in which the retainer is unable to release the attachment causes the abutment to move in two different directions as the retainer moves to retain the attachment.

30. A method as claimed in any of Claims 27 to 29 comprising at least one of the retainer or the abutment pivoting during coupling of the trailer and the towing
5 vehicle.

31. A method as claimed in Claim 30 in which when both the retainer and the abutment pivot during coupling of the trailer and the towing vehicle, the retainer and the
10 abutment pivot about substantially parallel axes.

32. A method as claimed in Claims 27 to 31 comprising locating the abutment in a position in which it would not be caused to retain the attachment if the attachment were
15 to be retained by the retainer when the attachment is being detached from the coupling device.

33. A method as claimed in Claim 32 comprising locating and retaining the abutment in a position in which it would
20 not be caused to retain the attachment if the attachment were to be retained by the retainer when the attachment is being detached from the coupling device.

25 34. A method of coupling a trailer to a towing vehicle substantially as herein described with reference to, and as shown in any of the accompanying drawings.

35. A trailer or towing vehicle incorporating a coupling
30 device as claimed in any of Claims 1 to 26.



INVESTOR IN PEOPLE

Application No: GB 0313263.6
Claims searched: 1 - 35

Examiner: Heather Scott
Date of search: 4 November 2003

Patents Act 1977 : Search Report under Section 17

Documents considered to be relevant:

Category	Relevant to claims	Identity of document and passage or figure of particular relevance	
X	1 - 20, 22, 25, 27 - 33 & 35	US 5713691 A	(SOLBERG) see column 4 line 42 - column 5 line 19; figures 7 & 8
X	1 - 15, 20 - 23, 25, 27 - 33 & 35	US 5031927 A	(FRENETTE) see column 2 line 33 - column 3 line 59; figure 1.
X	1 - 14, 20 - 23, 25, 27 - 33 & 35	US 4232794 A	(PLASTER) see column 4 line 60 - column 5 line 19; figures 4 & 8
X	1 - 15, 20 - 23, 25, 27 - 33 & 35	US 2597096 A	(HARRIS) see column 2 line 39 - column 4 line 15; figures
X	1 - 10, 15, 20 - 23, 25, 27 - 33 & 35	US 4958848 A	(NASH) see column 4 lines 9 - 47; figures 3 & 5
X	1 - 9, 20, 21, 25, 27, 28, 30, 32, 33 & 35	EP 0968852 A1	(BRADLEY DOUBLELOCK) see paras [0041] - [0046]; figures 1 - 6

Categories:

X Document indicating lack of novelty or inventive step	A Document indicating technological background and/or state of the art
Y Document indicating lack of inventive step if combined with one or more other documents of same category	P Document published on or after the declared priority date but before the filing date of this invention.
& Member of the same patent family	E Patent document published on or after, but with priority date earlier than, the filing date of this application

Field of Search:

Search of GB, EP, WO & US patent documents classified in the following areas of the UKC^v:

B7T

Worldwide search of patent documents classified in the following areas of the IPC⁷:

B60D

The following online and other databases have been used in the preparation of this search report:

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